

**UPDATE FOR
OLD RANCH ROAD 12
BIKE & PEDESTRIAN/
WIDENING PROJECT**

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Engineering Department**

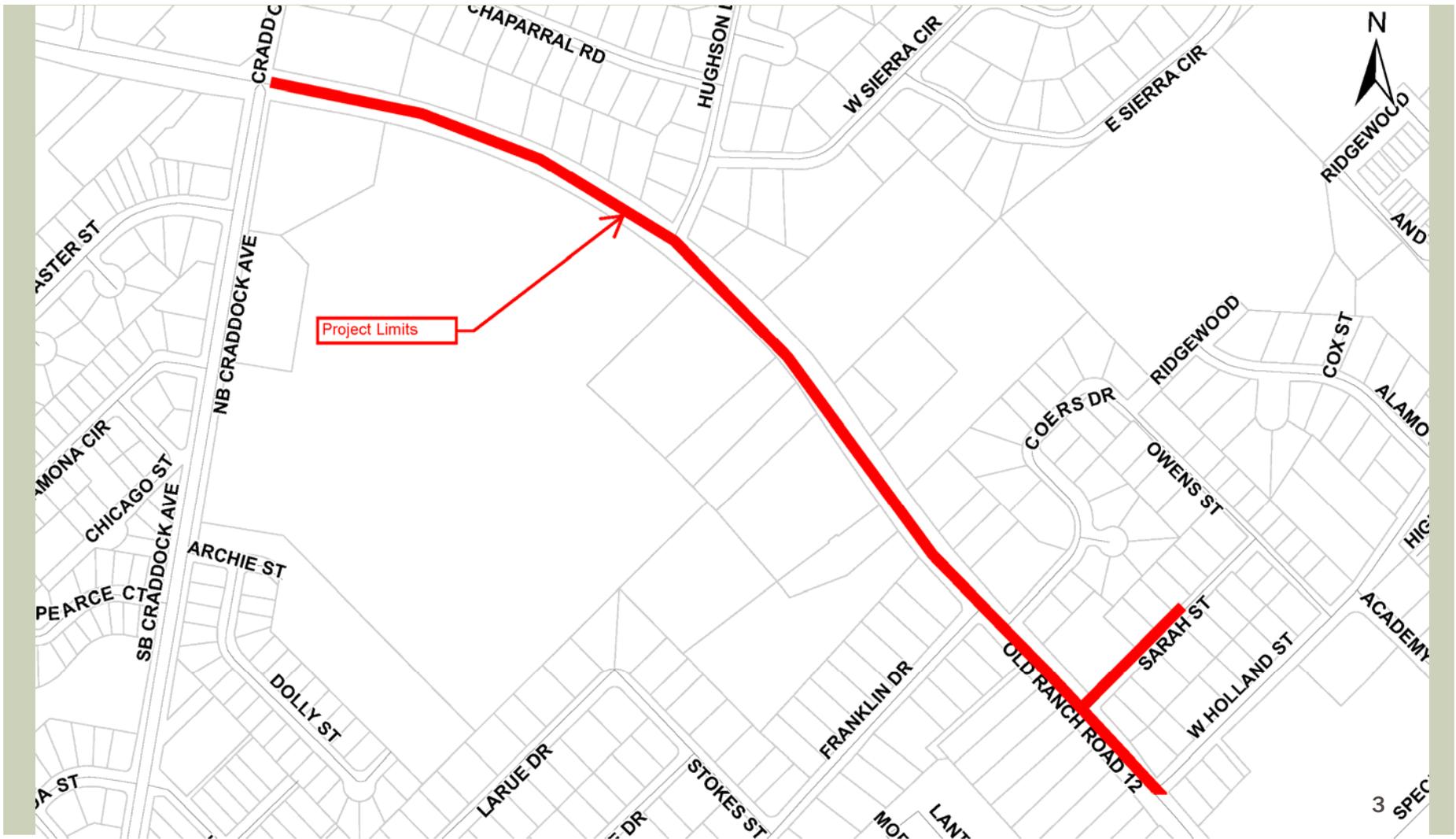
**February 24,
2016**

OBJECTIVES

- Review Project Background/History
- Current Scope
- How we arrived at the current scope
- Why Bike Lanes?
- Survey Results



PROJECT LOCATION MAP



BACKGROUND

- **2010 – CAMPO awarded Funds to the City**
 - Federal government reimburse the City \$99,000 with a local match of match of \$101,000
 - Build bike and pedestrian improvements along Old Ranch Road 12 from Hughson to Holland
- **2013 – Scope was expanded & PER completed**
 - Extended limits; revised limits where changed to Craddock to Holland
 - Road widening added
 - Water and wastewater scope added
 - Water Quality/Lid features added
- **2014 – Project delayed**
 - Project was delayed until surrounding construction is completed
 - \$99,000 in CAMPO funds were transferred to Sessom Sidewalk Project



UPDATE SINCE DELAY

- ❖ Survey residents about bike lane location
- ❖ Allow time to investigate drainage – 3 projects identified
- ❖ ROW Transfer with TXDOT should be completed by 2016
 - ❖ TXDOT staff wanted traditional bike lanes; not buffered bike lanes
- ❖ Gather Ideas For Corridor Master Plan

1. Coers Street

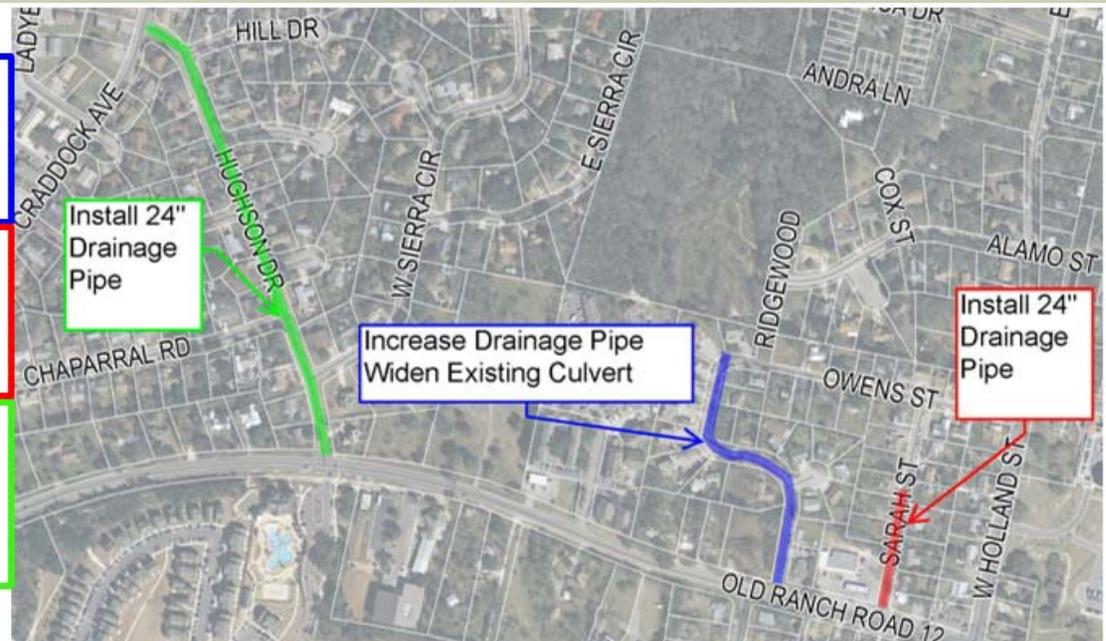
- Start design this year
- Construct before Old RR 12

2. Sara Street

- Add design to Old RR 12
- Construct at the same time

3. Hughson: Old RR 12 to Craddock

- Added to the 10 year CIP
- 2021-2023



CURRENT SCOPE

- 8" & 12" Water
- 8" Wastewater
- Street/Drainage & *Bike Lanes
- 5'-10' Sidewalks
- Bio-Filtration Pond

Schedule

- 2016
 - Additional Survey Work Start next month
 - Update design to include added scope
- 2017
 - Utility Relocations
- 2018 – Start Construction
 - 1.5-2 years long



*Bike Lanes will not be installed on Sarah Street

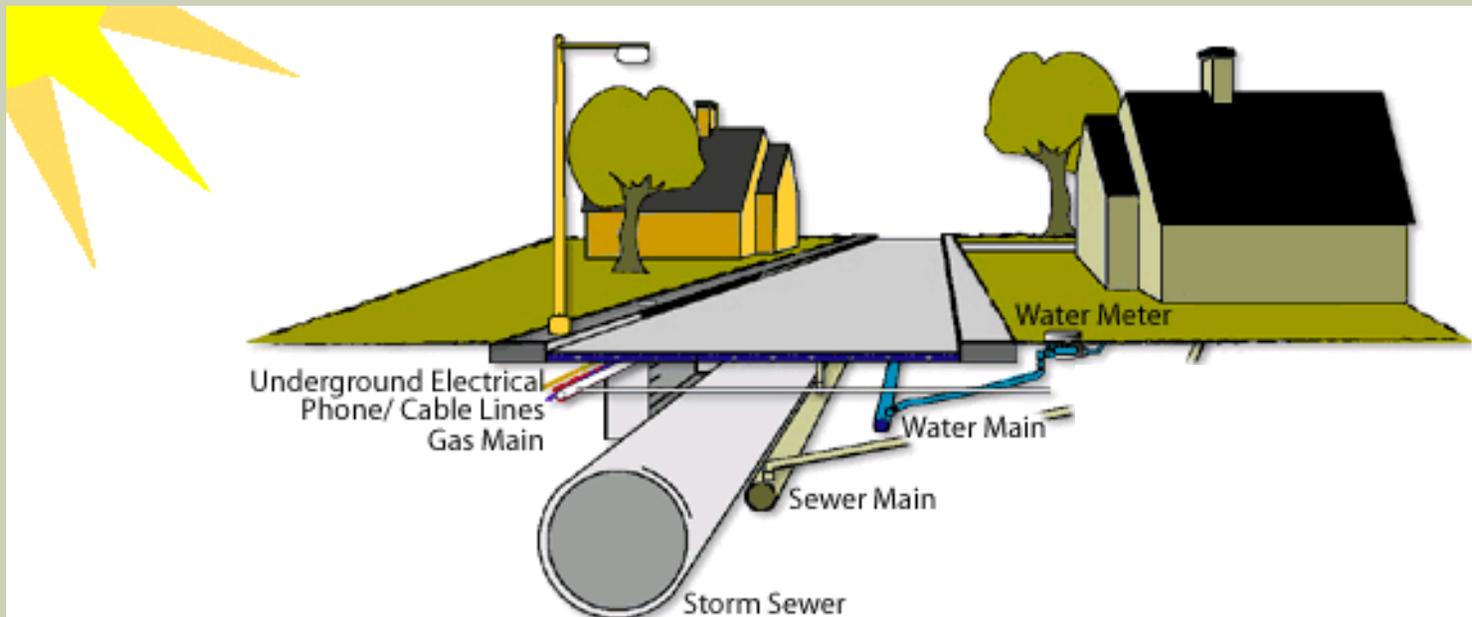
PER

- Halff Associates prepared 3 preliminary options for city Staff to review
- Looked at:
 - Utility Placement
 - Road Width & Elevation
 - Sidewalk Width
 - Bike Lane Location/Width
- Biggest Challenge
 - Where to put the bike lanes???



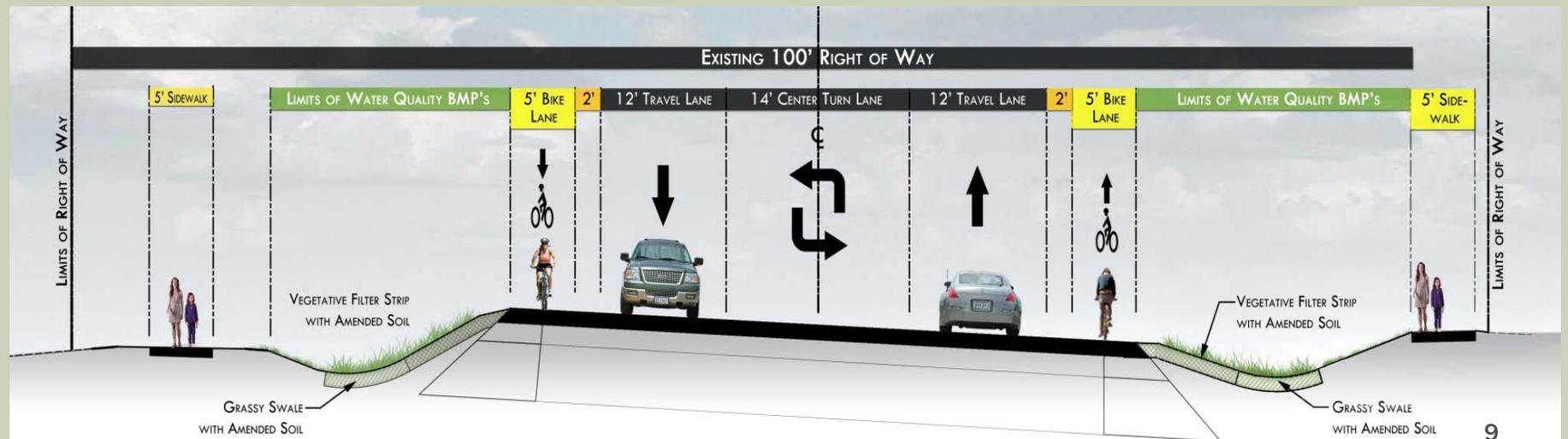
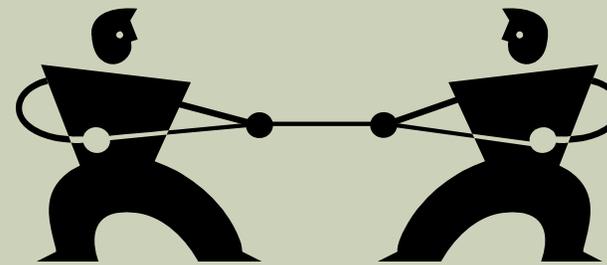
PER – UTILITY PLACEMENT

- Water and Sewer underground.
 - Out of sight....out of mind.....
- Drainage underground.
 - Either drain to ditches or install underground drainage



PER – ROAD WIDTHS

- 100' ROW – What width you add to one feature; must be taken away from another feature
 - 3 travel lanes
 - 2 bike lanes
 - 2 sidewalks



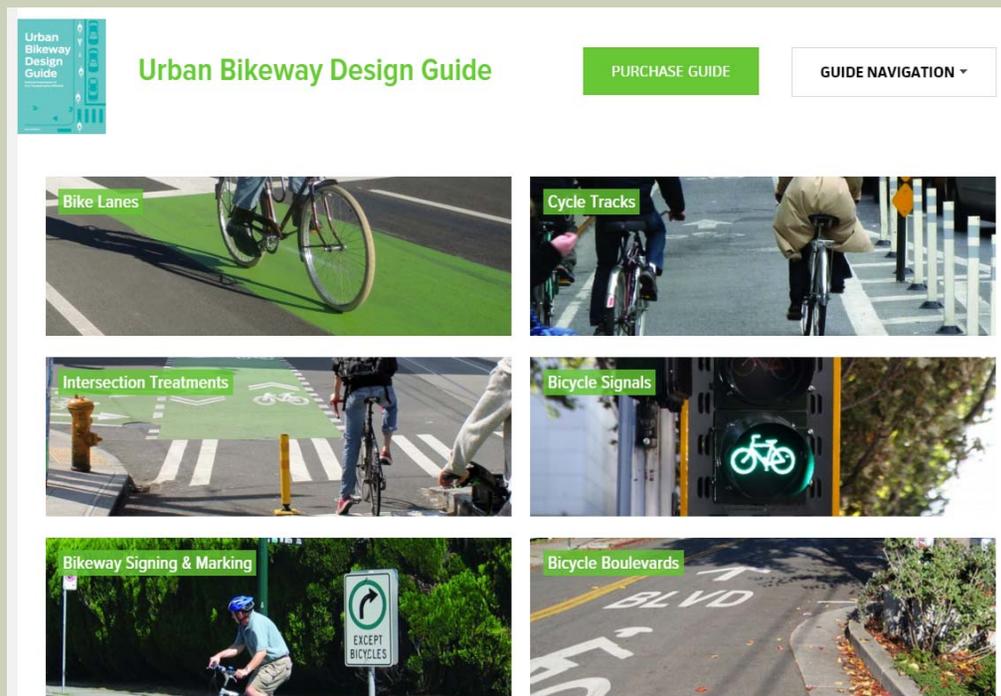
WHY BIKE LANES

- Complete Streets Policy
 - Streets shall accommodate all ROW users
- The public has expressed a desire for more bike lanes
- Healthy
- Inexpensive
- Air Quality
- Social
- Fun



TYPES OF BIKE LANES

- <http://nacto.org/publication/urban-bikeway-design-guide/>
- Conventional Bike Lanes
- Buffered Bike Lanes
- Cycle Tracks
 - One way
 - Two Way
 - Raised
- Sharrows
- Shared Use Path



SURVEY

- Make sure citizen input is considered
- Survey Posted 11/7/2014
- Survey Closed 05/04/2015
- 235 Total Responses
- 8 Questions



SURVEY – QUESTION #1

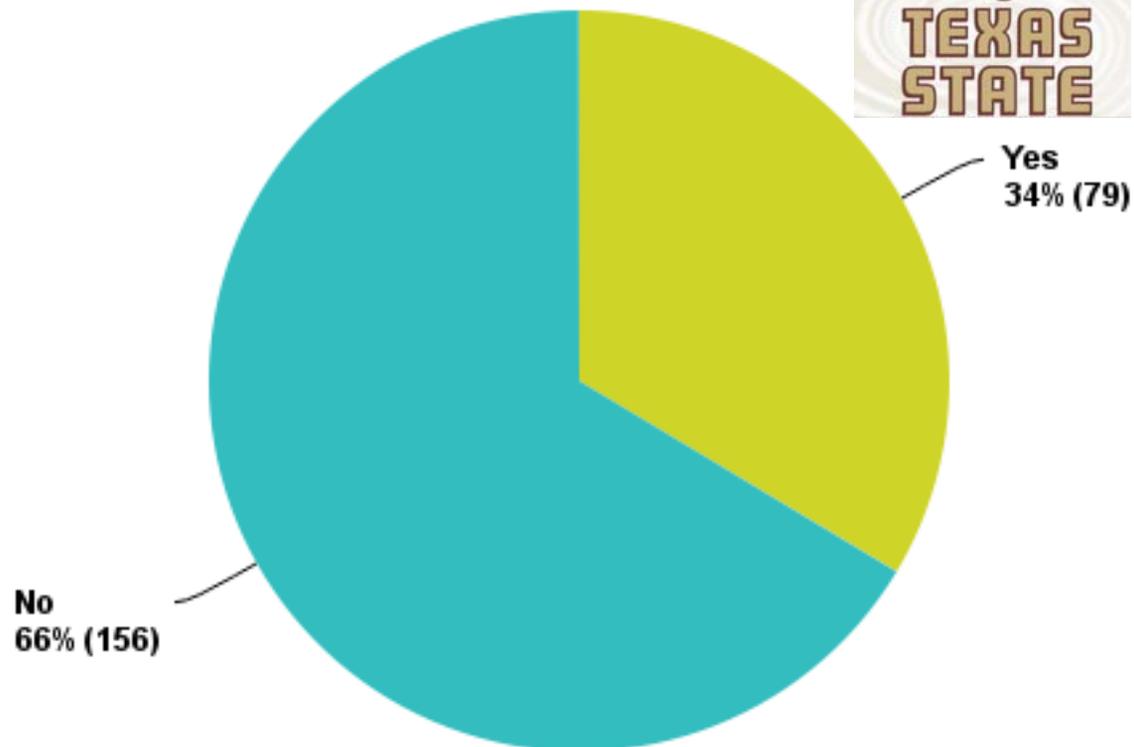
1. Please provide your name and email address.



SURVEY – QUESTION #2

Q2 Are you currently a student/employee at Texas State University?

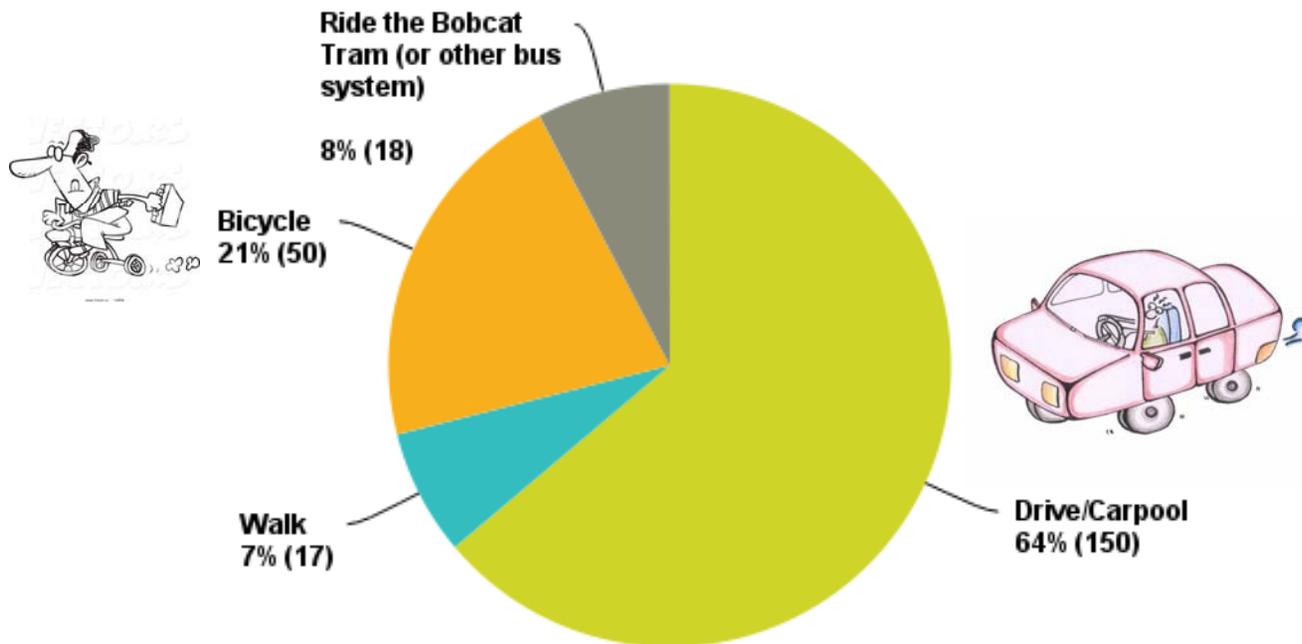
Answered: 235 Skipped: 0



SURVEY – QUESTION #3

Q3 How do you currently travel to school/work?

Answered: 235 Skipped: 0



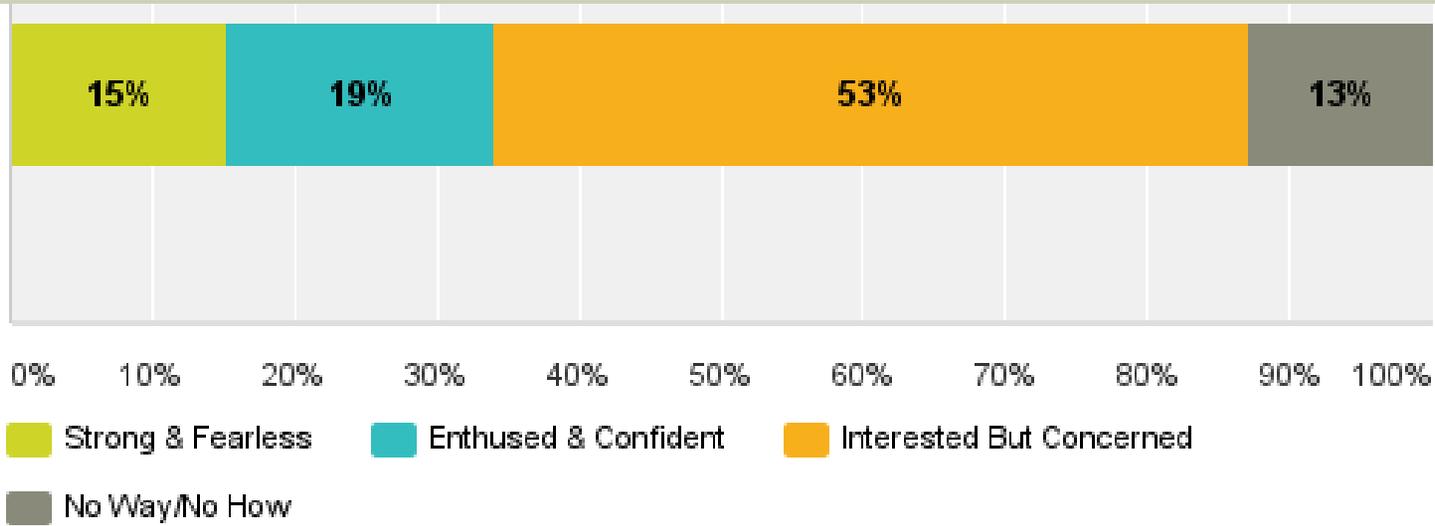
SURVEY – QUESTION #4

How would you classify your attitude towards riding a bicycle in San Marcos?

- **Strong & Fearless** - Respond well to riding in almost any traffic conditions
- **Enthused & Confident** - Respond well to riding in bike lanes along major streets and to sharing smaller roads with traffic
- **Interested But Concerned** - find situations in which you have to negotiate with traffic streams uncomfortable, but respond well to standalone paths and streets with little and slow traffic.
- **No Way/No How** - Not interested in riding a bicycle at all.



SURVEY – QUESTION #4



Four Types of Transportation Cyclists in Portland By Proportion of Population



SURVEY – QUESTION #5

- **Which type of Bicycle Facility would you prefer on Old Ranch Road 12 between Craddock and Holland?**
- **Buffered Bike Lanes**
 - 7' bike lanes on both sides of the road
 - 5' Lane with a 2' wide a painted buffer stripe
 - Sidewalks on both sides of the road (5'-8' wide)
- **Shared Use Path**
 - 10' wide share use path
 - No bike lanes on road
 - Pedestrians share the 10' wide path with bike users

SURVEY – QUESTION #5

	Buffered Bike Lanes	Shared Use Path
Pros	Bikes do not have to slow down for pedestrians	Bikes are away further away from traffic
	Provides a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane.	Allows for wider vehicle travel lanes
Cons	Bicyclists are closer to traffic	Potential conflicts with pedestrians
	Conflicts with bus stops	Lower travel speeds
		Less space for pedestrians to walk
		Increased conflicts with vehicles at intersections and driveways because bikes are out of drivers field of vision



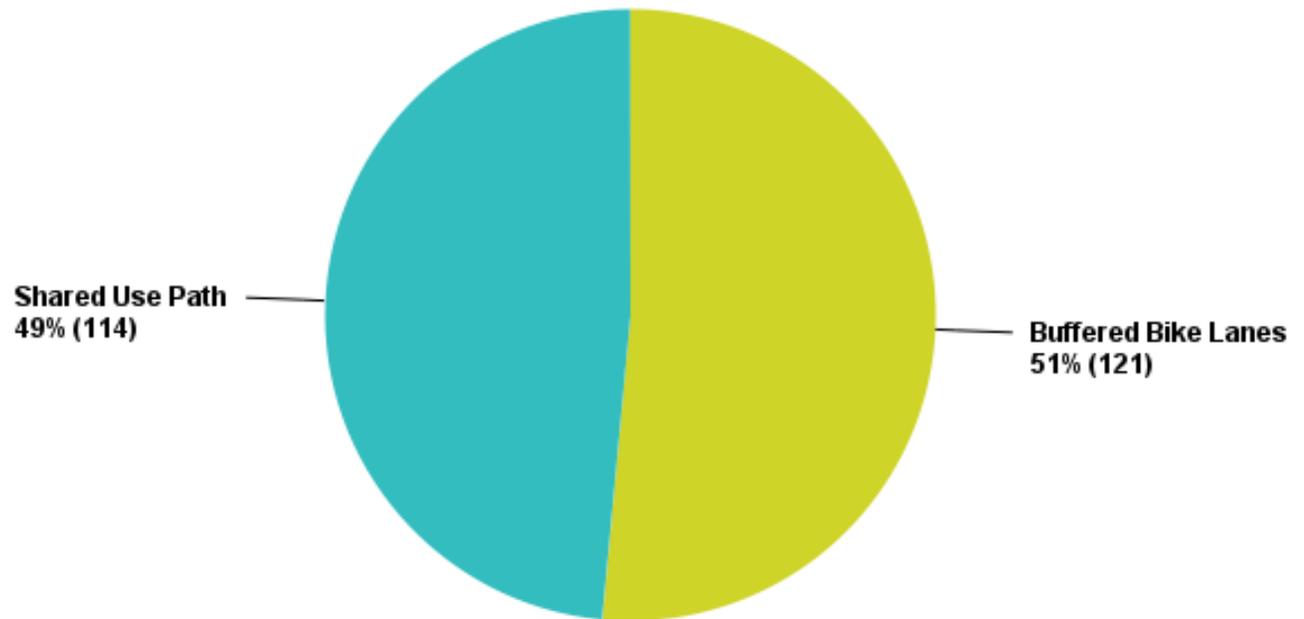
SURVEY – QUESTION #5



Buffered
Bike
Lanes

Q5 Which type of Bicycle Facility would you prefer on Old Ranch Road 12 between Craddock and Holland?

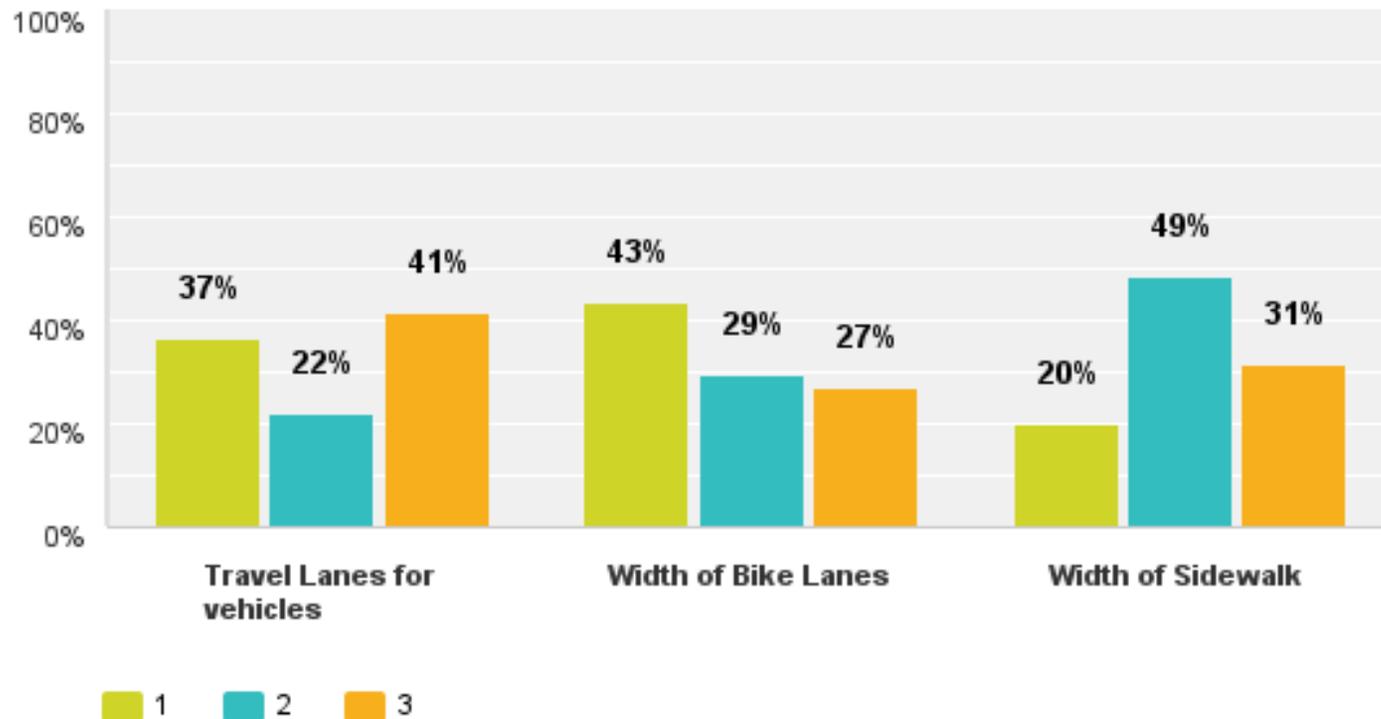
Answered: 235 Skipped: 0



SURVEY – QUESTION #6

Q6 Which feature is most important; rank in order of preference. 1 = most important and 3 = least important

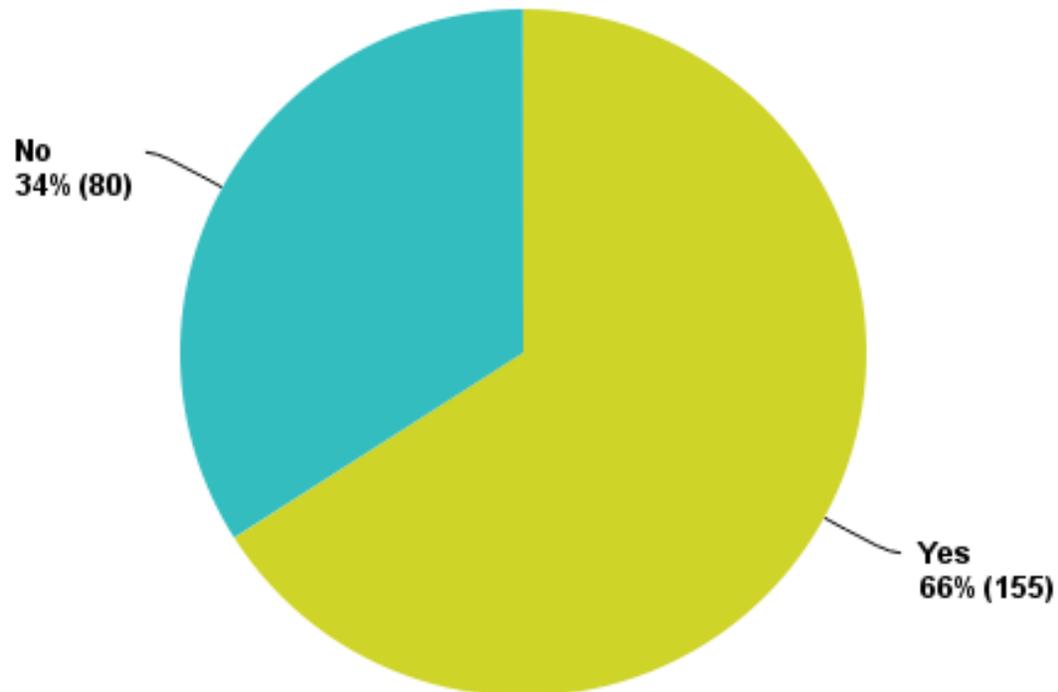
Answered: 235 Skipped: 0



SURVEY – QUESTION #7

Q7 When the bike lanes are installed on Old Ranch Road 12; do you anticipate using them?

Answered: 235 Skipped: 0



SURVEY – QUESTION #8

Comments

The shared use plan should have been used all over town to keep the cyclists safe and away from traffic.

Please keep bicycles off the roads that vehicles use!.....

I love all the bike lanes we now have and noticed the more we install, the more bicyclists and less vehicle traffic....I believe this creates a more attractive town for young professionals / college grads.

Shared use paths are great; however, there is NO scenario in which the City should undertake a roadway reconstruction project that does not include continuous, on road, bicycle facilities.....

SURVEY – DIGGING DEEP



Q.5: Which type of Bicycle Facility would you prefer on Old Ranch Road 12 between Craddock and Holland?

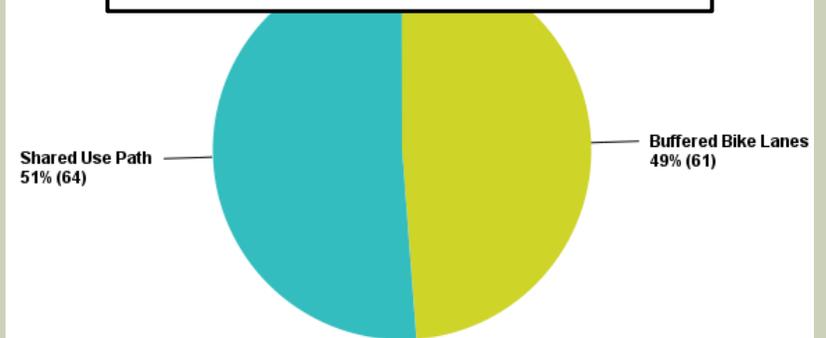
Answered: 36 Skipped: 0

Strong & Fearless



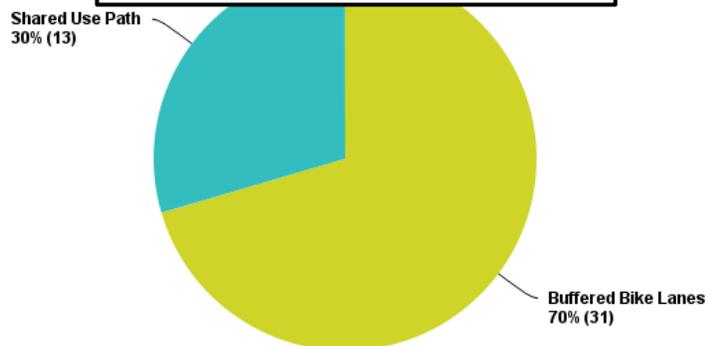
Answered: 125 Skipped: 0

Interested But Concerned



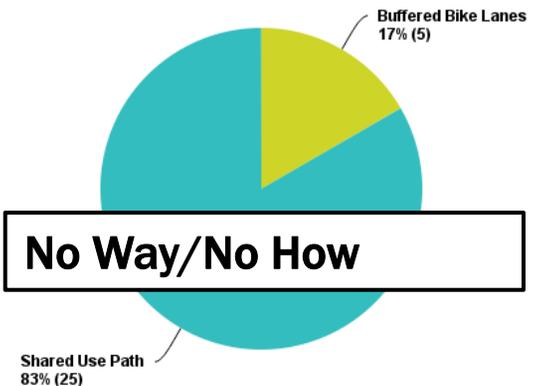
Answered: 44 Skipped: 0

Enthusied & Confident



Answered: 30 Skipped: 0

No Way/No How



SURVEY – DIGGING DEEPER

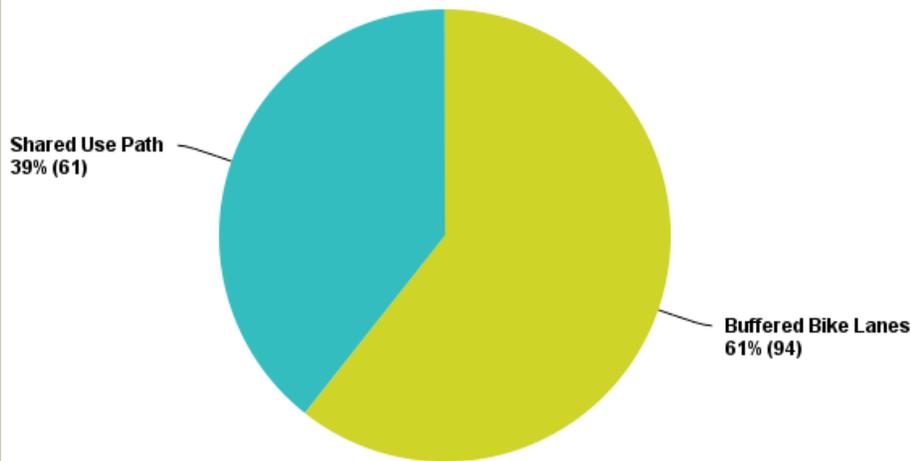
Q.7: When the bike lanes are installed on Old Ranch Road 12; do you anticipate using them? Response = YES

AND

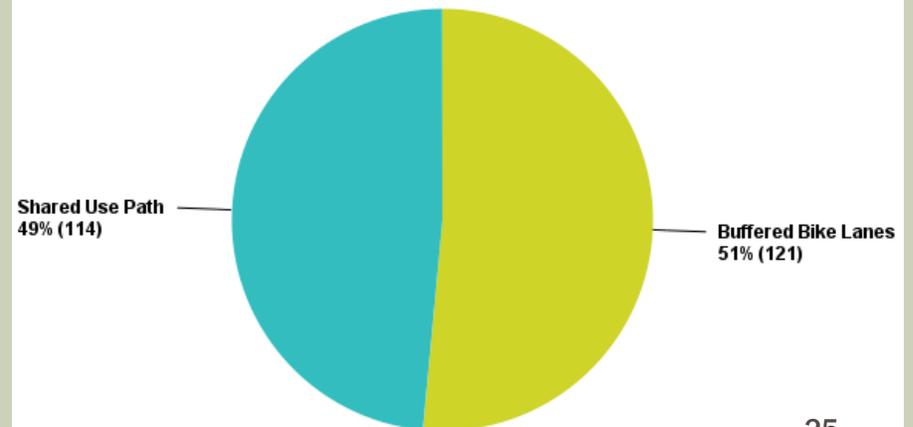
Q.5: Which type of Bicycle Facility would you prefer on Old Ranch Road 12 between Craddock and Holland?

Response of All Survey Takers

Answered: 155 Skipped: 0



Answered: 235 Skipped: 0



SURVEY – SUMMARY

- Most people drive to work; and they don't work/attend classes at Texas State
- Most people are “Interested But Concerned” when it comes to bike riding.
- Most people prefer buffered bike lanes; except people who do not ride bikes.
- Width of bike lanes are most important to people.
- Most people plan on using the bike lanes when the project is completed.



CONCLUSION

- Design will proceed with buffered bike lanes; but we will widen sidewalks greater than 5', where feasible.
- Construction is anticipated to start in 2018
 - Dependent upon other project completing around town.



QUESTIONS



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PUBLIC MEETING ATTENDANCE

- February 24, 2016 @ 6:00 pm
- San Marcos Activity Center
- 35 People In Attendance

